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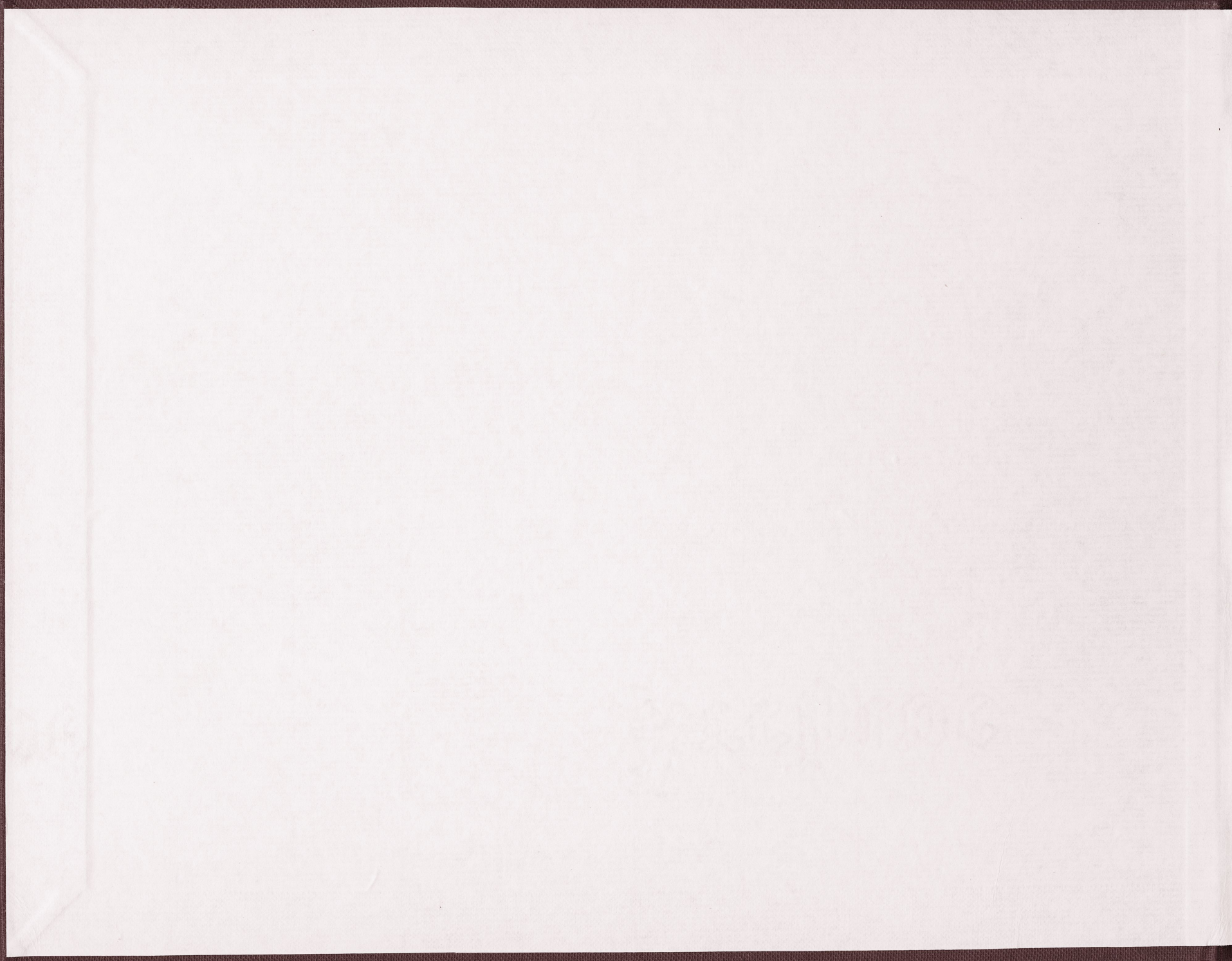


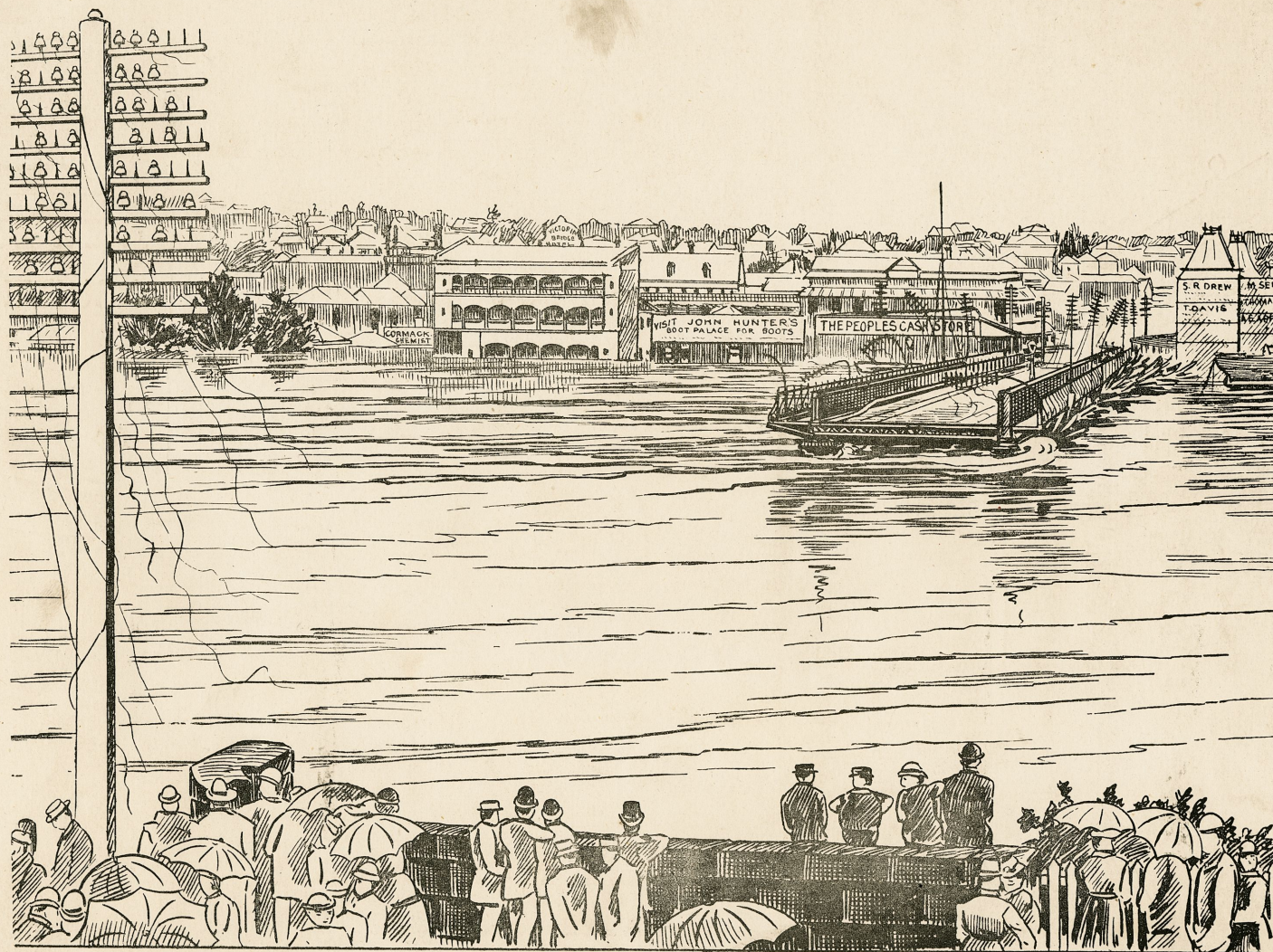
SOUVENIR OF FLOODS



SOUTHERN QUEENSLAND, FEBRUARY, 1893.

REPRINTED FROM THE "TELEGRAPH" AND "WEEK," BRISBANE.





VICTORIA BRIDGE.

FROM A PHOTOGRAPH BY WILEY AND CO., QUEEN STREET, BRISBANE.

This Bridge was destroyed by flood on Monday, February 6. The photograph was taken by Mr. Wiley when the river had gone down four feet. The bridge was a great loss, being the highway over the river between North and South Brisbane.



QUEEN STREET, BRISBANE, IN FLOOD.

FROM A PHOTOGRAPH BY WILEY AND CO., QUEEN STREET, BRISBANE.

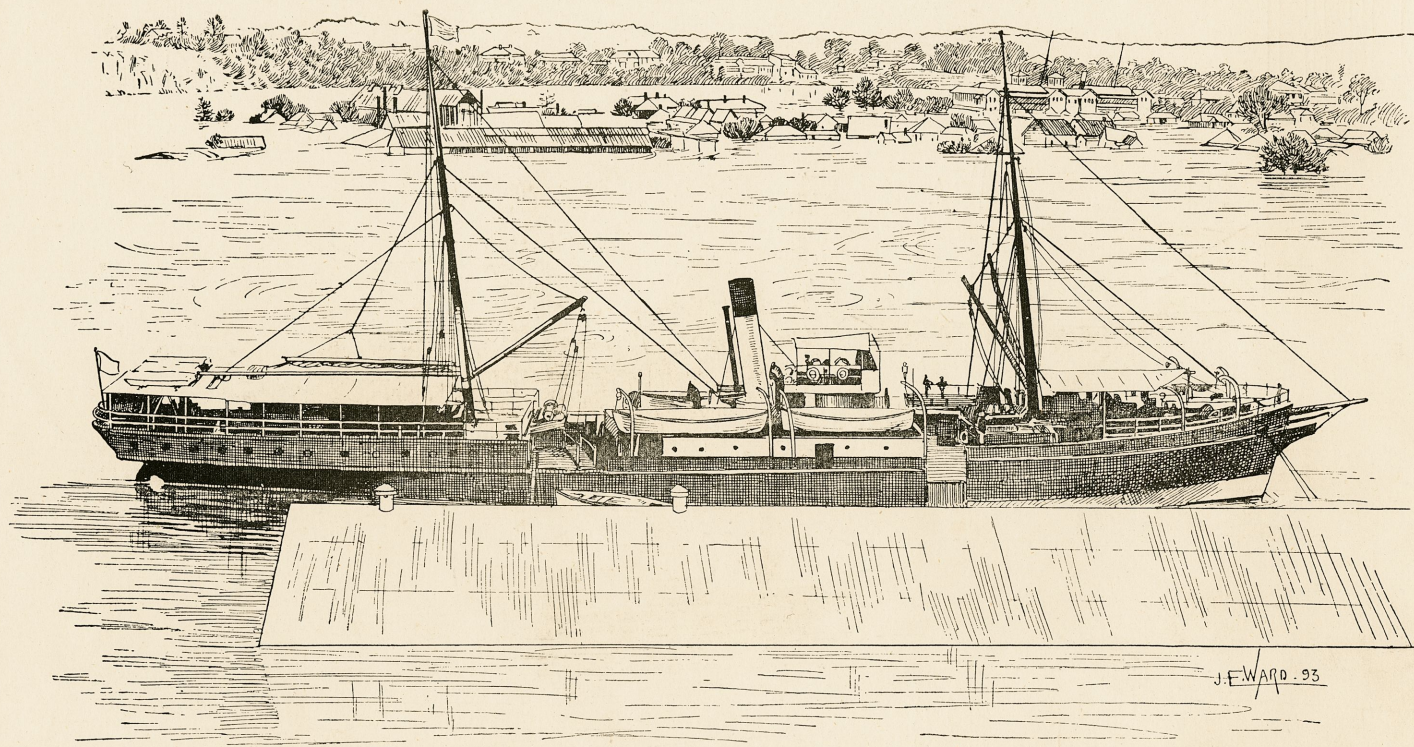
The above illustration of Queen street was photographed by Mr. Wiley early on Monday morning, February 6. The view is taken from a position near the Bank of Australasia, and shows the water as it extended from the Post Office Hotel to the Queensland National Bank; then comes the dry patch of street opposite the General Post Office, and beyond that the flooded portion from Foster and Kelk's to beyond the Opera House.



STEAMER IN QUEEN STREET, FEBRUARY 19.

A SCENE OF THE SECOND FLOOD.

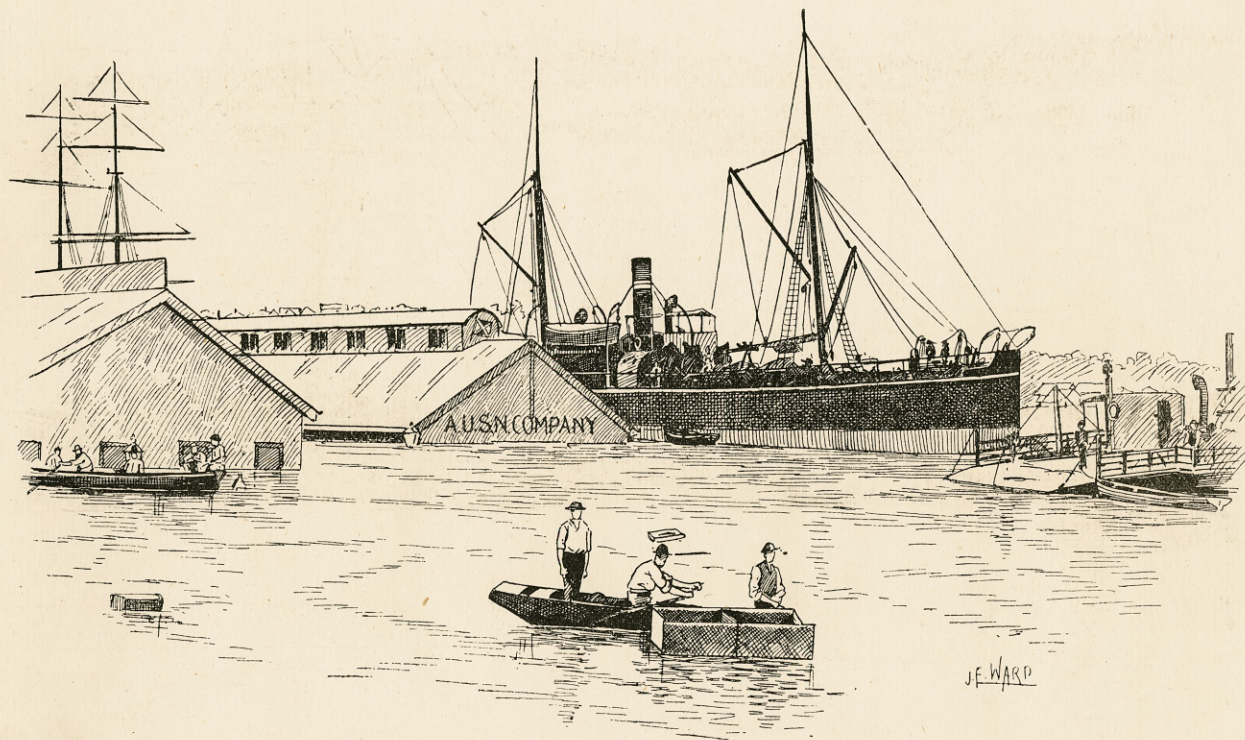
ADAPTED FROM PHOTOGRAPHS BY A. LOMER AND CO. AND WILEY AND CO.



STEAMER DERWENT ABOVE W. HOWARD SMITH AND SONS' WHARF, BRISBANE.

FROM A PHOTOGRAPH BY WILEY AND CO., QUEEN STREET, BRISBANE, TAKEN ON SUNDAY, FEBRUARY 19.

The Municipal Wharves, Petrie Bight (leased by W. Howard Smith and Sons, Limited), formed one of the great sights on the two "Flood Sundays." On February 19 the yacht-like steamer "Derwent" was floating above the wharf, and seemed to be more than once in danger of being forced on to the roof of the wharf sheds. Kangaroo Point and the wrecked sheds of J. W. Sutton and Co. are in the background, immediately opposite the steamer.



A. U. S. N. COMPANY'S NORMAN WHARF,

WITH THE STEAMER "COREA," AND THE ADELAIDE MILLING COMPANY'S PREMISES, DURING THE SECOND
FLOOD, FEBRUARY 19.

FROM A PHOTOGRAPH BY J. J. HOGG AND CO., GEORGE STREET, BRISBANE.



S.S. Elamang

Coal Hulk.

H.M.Q.S. Paluma.

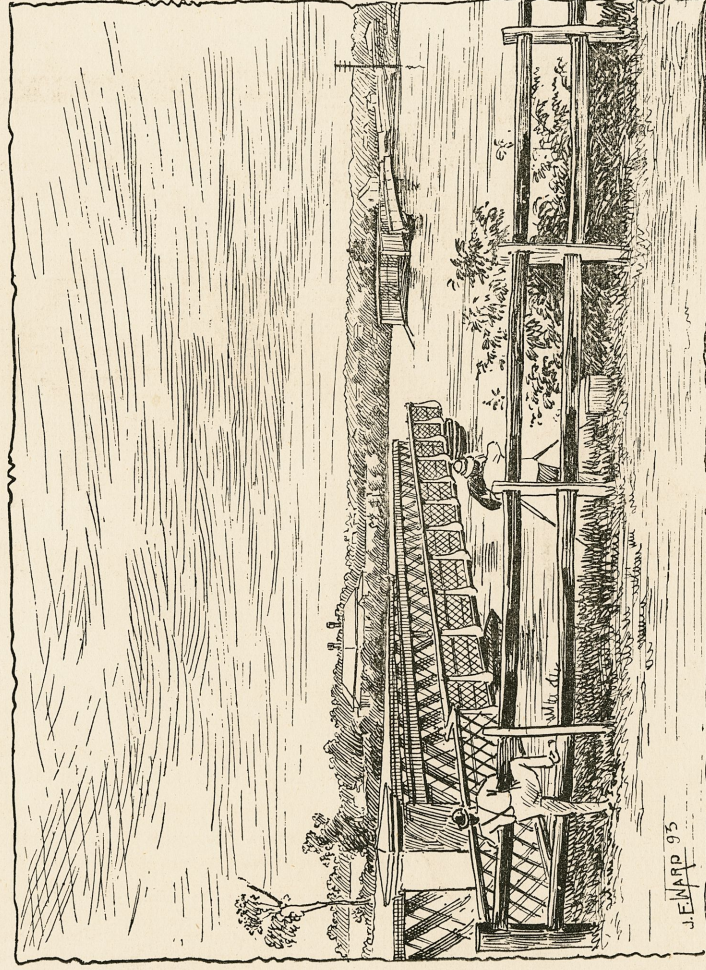
SHIPS ASHORE IN THE BOTANIC GARDENS.

FROM A PHOTOGRAPH BY J. J. HOGG AND CO., GEORGE STREET, BRISBANE.

These vessels were carried over the river bank by flood on February 5, and stranded in the Botanic Gardens. The flood of the 19th February floated the Elamang and the Paluma, no serious damage being done to either of them.



From a Photograph by Wiley and Co., Queen Street, Brisbane.



From a Photograph by Dr. Wheeler, M.B., &c., President of the Queensland Amateur Photographic Society.

INDOOROPILLY RAILWAY BRIDGE.

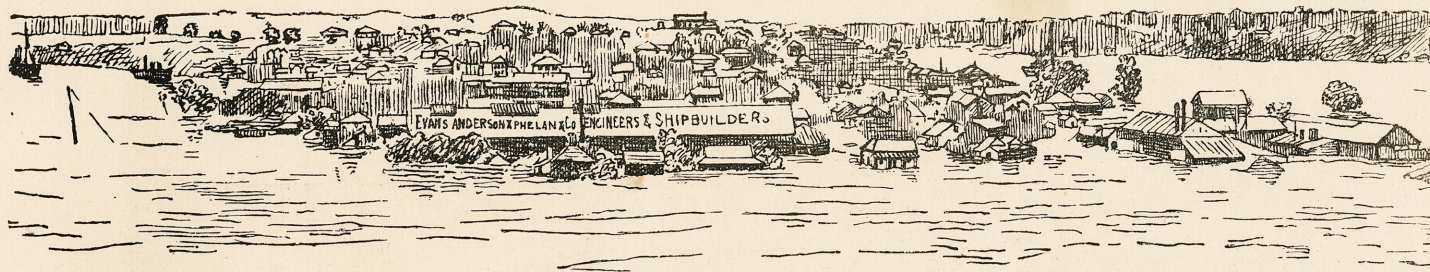
The above illustrations show the Indooroopilly Railway Bridge before and after its destruction by the first flood. The catastrophe occurred early on Sunday morning, February 5. The second flood, on February 19, swept away the section on the left side of the picture. This bridge has been regarded as one of the pretty sights on the Brisbane River. Its partial disappearance will cause great inconvenience to traffic.



RAILWAY AT TOOWONG (LOOKING TOWARDS BRISBANE), FEBRUARY 5.

FROM A PHOTOGRAPH BY J. J. HOGG AND CO., BRISBANE.

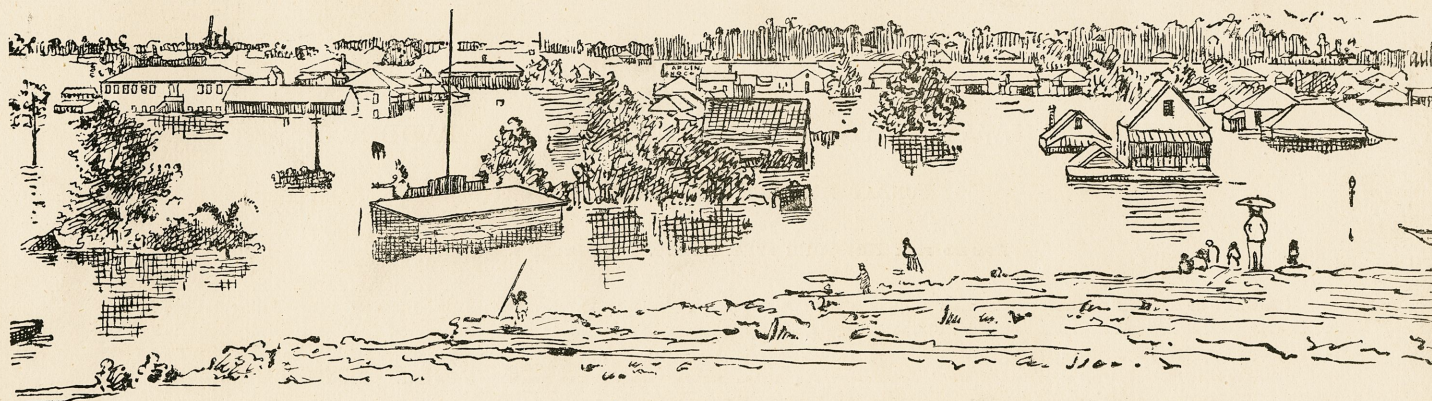
This illustration shows boats being rowed along the railway line at Toowong. The station was partially submerged; the platforms and rails were completely covered for many hours, and boats were frequently pulled from Indooroopilly to town, the railway line being used for the greater part of the distance, which is four miles.



KANGAROO POINT (FROM BOWEN TERRACE).

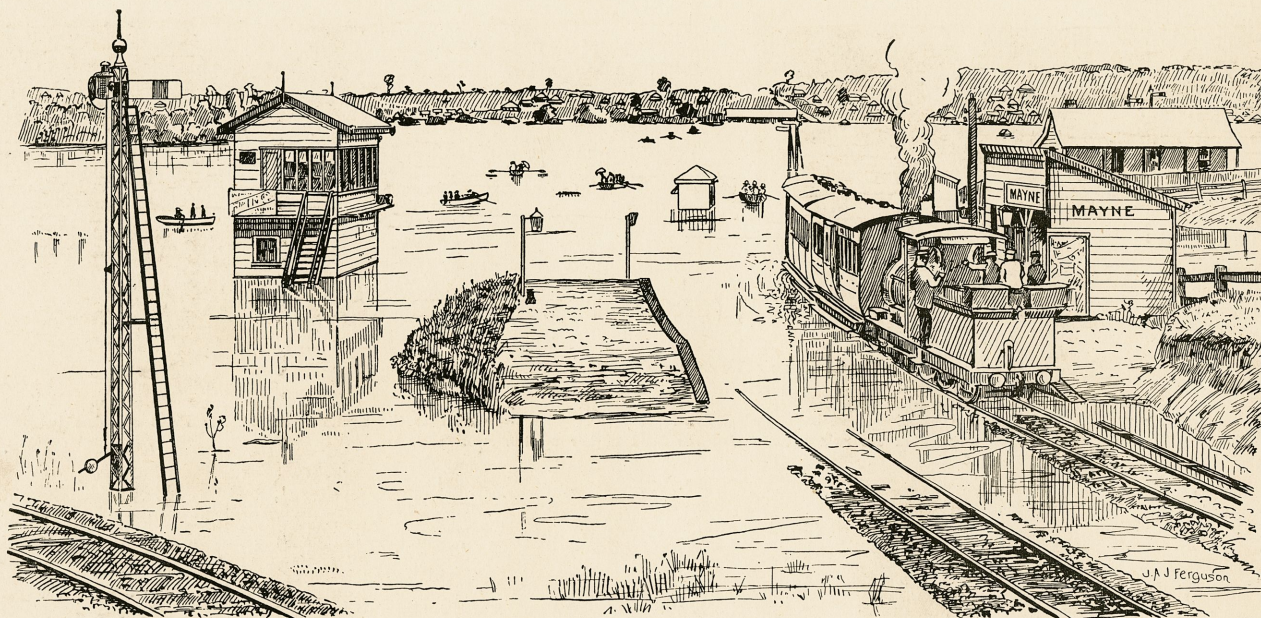
FROM A PHOTOGRAPH BY WILEY AND CO., QUEEN STREET, BRISBANE.

Water flowing over the Point after several buildings had been washed down the river. The obstruction to the swollen river at this Point considerably augmented the ruinous extent of the flood higher up the swollen stream.



BULIMBA POINT (FROM JORDAN TERRACE).

FROM A PHOTOGRAPH BY WILEY AND CO., QUEEN STREET, BRISBANE.

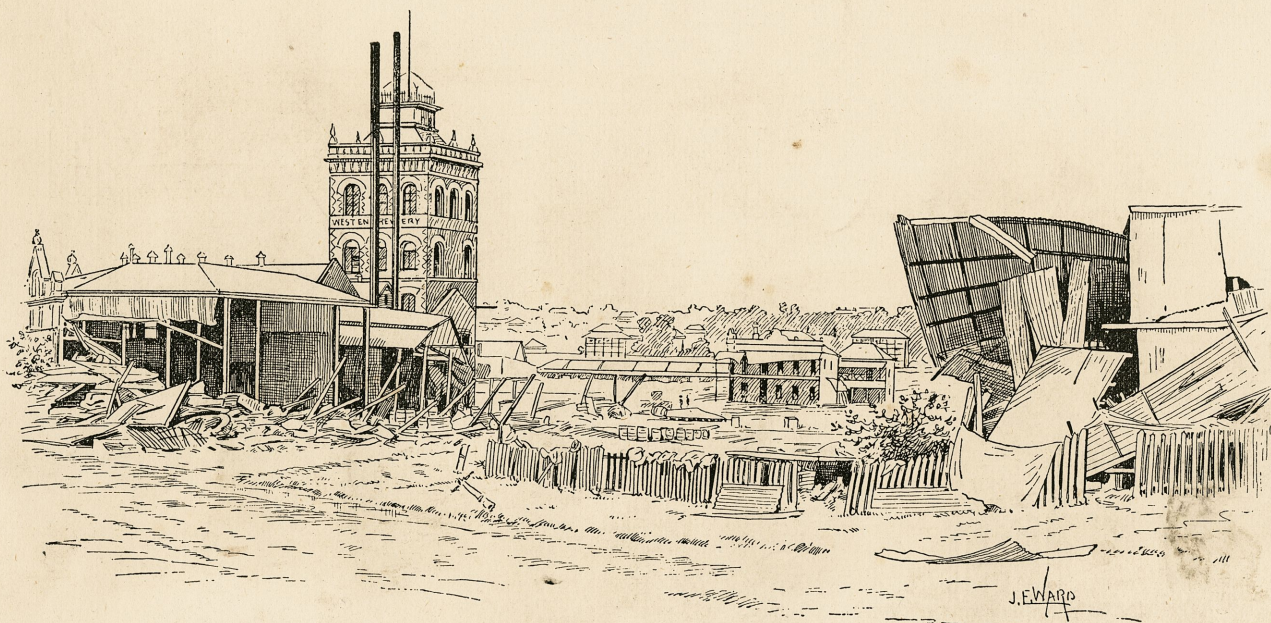


MAYNE RAILWAY STATION AND MARKWELL'S PADDOCK.

SUNDAY MORNING, FEBRUARY 19.

ADAPTED FROM PHOTOGRAPHS BY A. LOMER AND Co., BRISBANE.

The scene depicted in the above illustration of Mayne railway station, on February 19, was a repetition of similar scenes during the preceding floods. Markwell's paddocks on both sides of the Sandgate railway line were submerged to a depth of several feet. The water encroached upon the Mayne station yard, and crept up both platforms, causing that in the centre of the picture to present an island-like appearance. The railway from the station at Mayne to within a short distance of the Albion railway station was completely covered. Breakfast Creek was quite obliterated. Passengers for Albion, and intermediate stations to Sandgate, were conveyed by train to Mayne, where they embarked in boats and were rowed across to Albion, at which point another train awaited them.



MONTAGUE ROAD, SOUTH BRISBANE, AFTER THE FLOOD.

FROM A PHOTOGRAPH BY J. J. HOGG AND CO., GEORGE STREET, BRISBANE.

The above illustration depicts the lower end of Montague road as seen from near Boundary street. The wreck of the cooperage and store-houses at the West End Brewery is in the foreground. The brewhouse and tower remained firm, but the water rose nearly to the inscription, "West End Brewery," across the third floor. Hundreds of barrels were swept away, and many tanks of malt floated out of the warehouse, the sides of which are shown in the picture to have been dashed aside. The brewery yard was filled with wreckage of all kinds, as the illustration shows.



*Alfred Shaw and Co.'s Back Store,
Showing Highest Flood Mark.*

Q.N. Bank.

Gresham Hotel.

CREEK STREET,
FROM ADELAIDE STREET TO WHARVES, EAGLE STREET.

FROM A PHOTOGRAPH BY WILEY AND CO., QUEEN STREET, BRISBANE.



BRISBANE STREET, IPSWICH, ON FEBRUARY 5.

FROM A PHOTOGRAPH BY IXL COMPANY, IPSWICH.

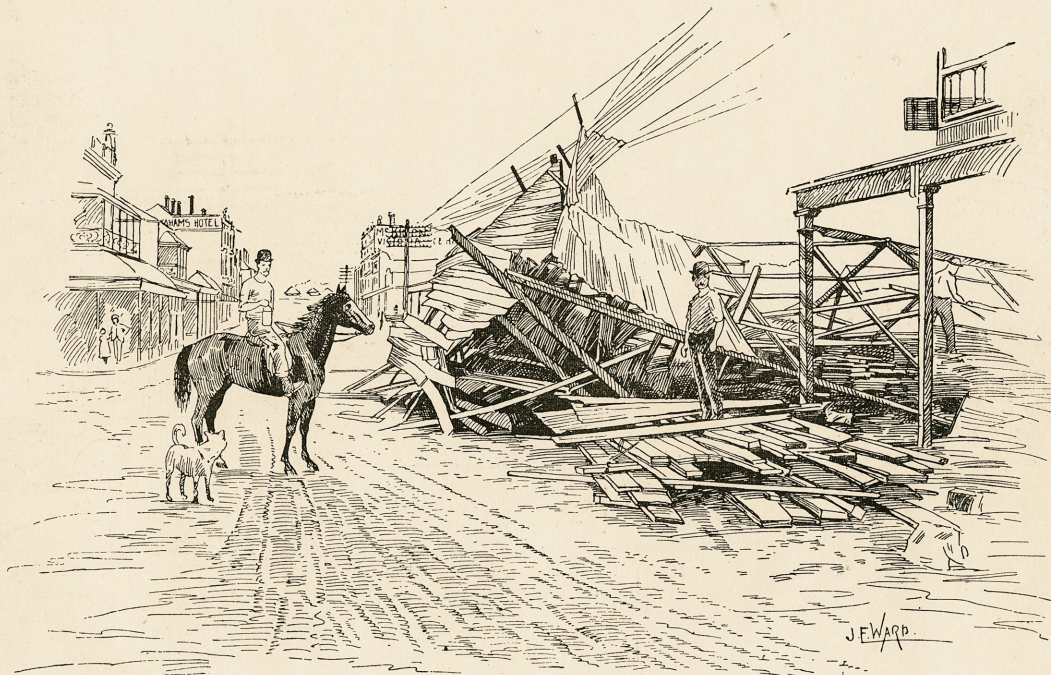
The water rose into Brisbane street, Ipswich, on Saturday, February 4, and Sunday morning, February 5, with unprecedented rapidity. The above illustration was taken from the balcony of the Bank of New South Wales, at the corner of East street. In that building the water rose to the second floor. As shown in the picture the water was washing the floor of the balcony of the Palais Royal Hotel, whilst of the Queensland National Bank (see right of illustration) only the coping-stone was visible above the flood. The water was, when our view was taken, fully 15 feet deep in Brisbane street at East street, but lower down, opposite the Congregational Church, it rose to over 30 feet in depth.



YACHT HARRIET IN MAIN STREET, KANGAROO POINT, FEBRUARY 5.

FROM A PHOTOGRAPH BY J. CLARK, GEELONG STREET, KANGAROO POINT.

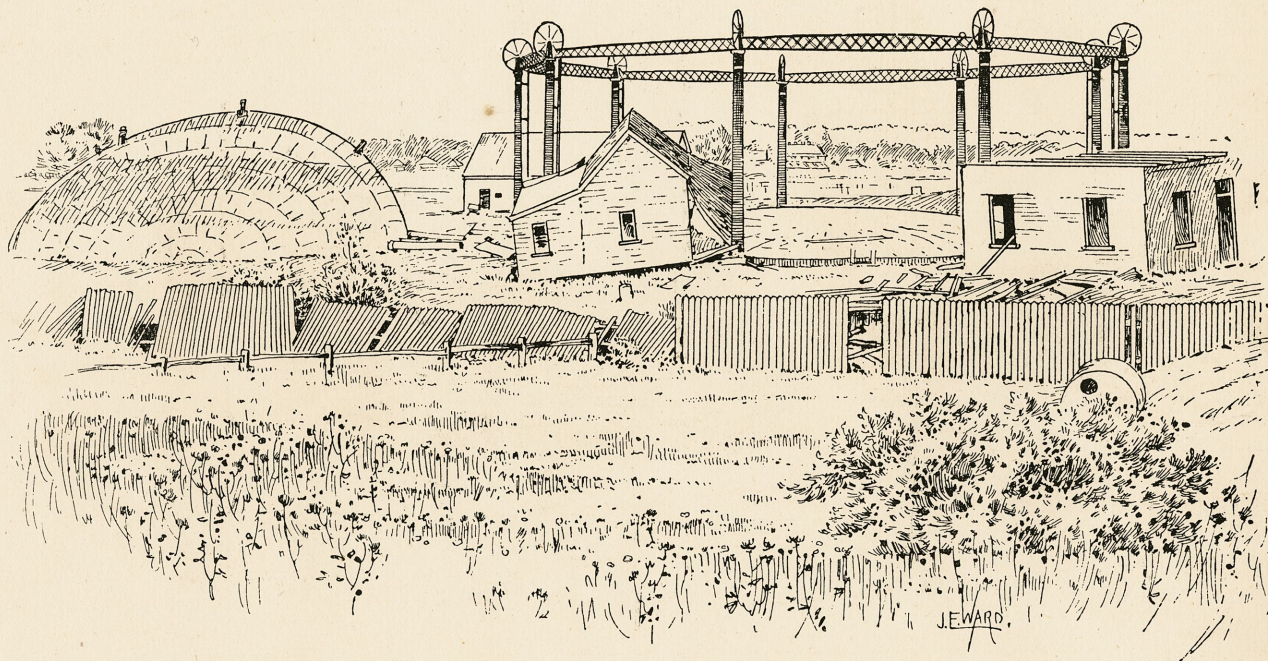
Our illustration is a view of the lower end of Main street, Kangaroo Point, on the afternoon of Sunday, February 5, when the first of the three floods was at its height. In the foreground is the cutter Harriet, which was stranded out of harm's way just below the Kangaroo Point Hotel, and below her is another sailing boat. At the extreme point many large buildings were swept away by the impetuous torrents,



AFTER THE FLOOD IN STANLEY STREET,
SOUTH BRISBANE.

FROM A PHOTOGRAPH BY P. C. POULSEN, QUEEN STREET, BRISBANE.

The above picture shows the position of affairs at the river side, corner of Stanley and Russell streets, after the flood waters had subsided. The wreckage which obstructs the street consists of a large timber shed stacked with sawn timber. It originally occupied a site on the river bank, at the extreme end of Russell street, and to reach the position depicted in the picture it had to be floated a distance of 50 or 60 yards.



GASWORKS AND WRECKAGE, MONTAGUE ROAD, SOUTH BRISBANE.

FROM A PHOTOGRAPH BY J. J. HOGG AND CO., GEORGE STREET, BRISBANE.

The above illustration indicates the condition in which the flood left the Gasworks, South Brisbane. One of the large gasometers was overturned, cottages floated into the yard, and wreckage was generally deposited about the place.



STEAMER NATONE AND WRECKAGE, EAGLE FARM FLATS.

FROM A PHOTOGRAPH BY A. LOMER AND CO., QUEEN STREET, BRISBANE.

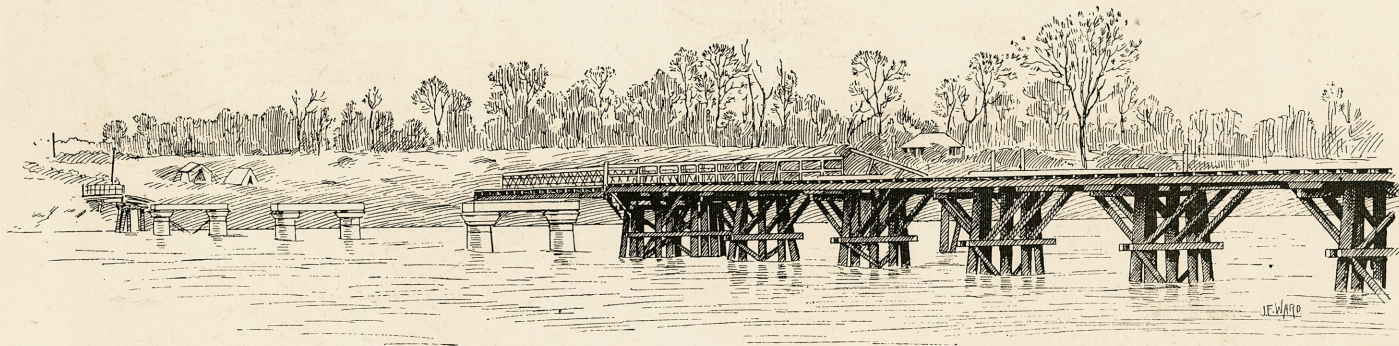
When photographed the Aquarium Company's Steamer "Natone" stood upright on dry land, eighty yards from the river bank. She was supported on one side by a thick scrub, on the other by an overthrown cottage, and was surrounded by a miscellaneous mass of wreckage.



THE GOVERNOR'S VISIT TO SOUTH BRISBANE.

FROM PHOTOGRAPHS BY P. C. POULSEN, QUEEN STREET, BRISBANE.

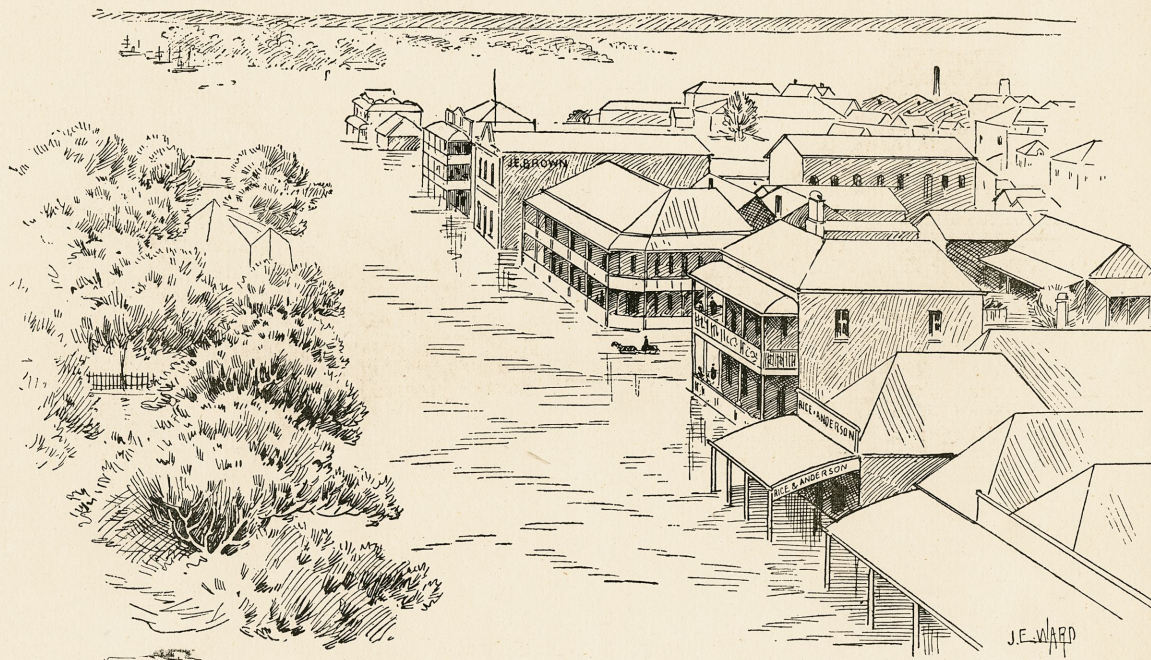
His Excellency Sir Henry Wylie Norman visited South Brisbane on February 20, when the second great flood had, only a few hours before, begun to subside. His Excellency had from the first taken much more than a passing interest in the sufferers by the devastating inundations, and his interest was backed up by a practical expression of sympathy which, while the sum of it may never be fully told, entitles him to be remembered as a "good Governor." The photograph on the right is that of Sir Henry Norman, K.G.C.B., Governor and Commander-in-Chief of the colony of Queensland and its dependencies. That on the left is Mr. William Stephens, M.L.A., president of the Bridge and Ferries Board, and alderman for South Brisbane, who acted as pilot in the boat, which being pulled hither and thither over the flooded streets, enabled Sir Henry to see for himself that which perhaps he would never have been able otherwise to realise. Our picture, taken from that part of Stanley street near Sidon street, then the margin of the waters, gives a view of the whole of Stanley street toward the bridge.



ANTIGUA BRIDGE, MARYBOROUGH RAILWAY.

FROM A PHOTOGRAPH BY THE GOVERNMENT PHOTOGRAPHER.

The Antigua Railway Bridge which spanned the Mary River was destroyed by the great flood on February 5. As will be seen, all the timber work at the Gympie or right end, and three pairs of cylinders, are in the same position as when first constructed. One 75-feet steel girder span, on the right, remains; but two girders 150 feet in length and one of 75 feet are in the river. The flood water reached a height of 8 feet over the bridge decking.



WHARF STREET, MARYBOROUGH.

This view was taken on February 4. It shows the Pocket in the distance, and Mary street. The street running off Wharf street to the right is Richmond street, and the building on the lower corner is the Custom-house Hotel. The overflow of the river put the Municipal Wharves out of sight as well as the buildings upon them. The shipbuilding yard of Walkers, Limited, was also invisible and all that remained of Hyne and Son's sawmill was the chimney stack. Subsequently even that was overthrown. The river broke over its banks at Tinana Creek, and rushed across the south-western portion of the town, joining the channel again near Hyne and Son's sawmills, and then swept over Granville, carrying away many houses in its course.



Commercial Bank

A.J.S. Bank.

KENT STREET, MARYBOROUGH.

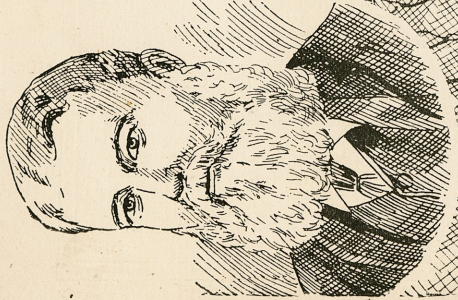
In this picture, taken on Sunday, February 5, Kent street is shown from Richmond street, looking towards the west. The water was from 3 to 4 feet deep when the photograph was secured. At the left-hand corner of Kent and Richmond streets is the Maryborough branch of the Commercial Bank of Sydney, and on the left is the Australian Joint Stock Bank. The bunya trees in the background to the left are in front of the Royal Hotel.



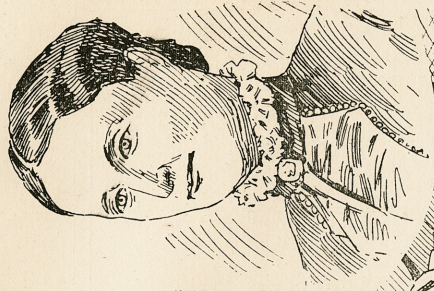
SCENE IN THE WIDE BAY DISTRICT.

A FATHER RESCUES HIS DAUGHTER. AFTER A DESPERATE STRUGGLE HORSE AND RIDERS
REACHED HIGH GROUND SAFELY.

CAPTAIN VERNOR.



MRS. VERNOR.



RESCUE OF THE VERNOR FAMILY AT FERNVALE, SATURDAY, FEBRUARY 4.

Among the many incidents of the February floods in Southern Queensland, not one presents more exciting features than the peril and rescue of the family of Captain Robert Vernon, on the Upper Brisbane River. His house is situated on the southern bank of the river, near Vernon railway station, on the Brisbane Valley line, about 20 miles from Ipswich. The household was composed of eight persons, who embarked in the punt, a little before 6 p.m. on February 3, and endeavoured to make fast to a tree, and await the subsidence of the water. The punt, however, went broadside on to the branch of the gum tree shown on the left of our illustration, and capsized, the people being left struggling in the water. About noon next day (Saturday, February 4) Captain Vernon noticed someone moving, he crossed the mountain, and the opposite bank was soon alive with people who were, however, unable to rescue the people in the trees as no boat was available. Messengers started across the stream, and gave the alarm at Lowwood at about 1 p.m., with the result that two punts came down the river and reached Vernon at about 3 p.m. The punts shot across the stream, and the cold, hungry, and exhausted people soon got into them. Within ten minutes they were on the opposite side.

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